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Hongkong Daily Press.

ESTABLISHED 1857.

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8.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.40 p.m. ... Every 15 minutes.
1.45 p.m. to 2.10 p.m. ... Every 10 minutes.
2.15 p.m. to 2.30 p.m. ... Every 15 minutes.
2.40 p.m. to 5.30 p.m. ... Every 15 minutes.
5.30 p.m. to 6.00 p.m. ... Every 10 minutes.
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3.00 p.m. to 4.00 p.m. ... Every 15 minutes.
4.00 p.m. to 5.00 p.m. ... Every 10 minutes.
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Hongkong, 5th June, 1903.

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(31)

NOTICE TO CORRESPONDENTS.

All communications relating to the new columns should be addressed to THE EDITOR.

Correspondents must forward their names and addreses with communications addressed to THE EDITOR, not in publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No unprinted communications that have already appeared in other papers will be inserted.

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BIRTH.

On the 3rd July, at the Homestead, Northam Road, Penang, Mrs. Thomas GAWTHORPE, of a daughter.

The Daily Press.

HONGKONG OFFICE: 14, DE VIEUX RUE, LONDON OFFICE: 181, FLEET STREET, E.C.

HONGKONG, 15th July, 1903.

It is possible from the mail papers received yesterday to see one reason at least for Lord LANSDOWNE'S notable statement in the House of Lords on the 16th ultimo, that Great Britain has serious cause for complaint at the manner in which China has dealt with applications for railway concessions, and that he would be obliged to remonstrate strongly. In another column to-day will be found a telegram sent to the *Times* on the 8th June by Dr. MORRISON, the famous Peking correspondent. Dr. MORRISON therein points out what the Russians, Germans, and Belgians are doing in the matter of railway enterprise in North and Central China. He might have added some remarks about French schemes in the South, but his case is strong enough as it stands. His point is that even in the Yangtze region—once proudly styled the "British sphere of influence"—British railway prospects are at present materially worse than ever before. Russia has the concession of the Chingtu-fu and Tuiyuen-fu line; Germany two important extensions of the Shuntung railway system; and Belgium the Kaifeng-fu and Honan city line. To quote Dr. MORRISON's words:—"Compared with these successes, the British position is not encouraging. The Peking Syndicate have nearly completed 90 miles of railway from their coal measures in Honan province to the Wei river, a waterway navigable for shallow-draught junks to Tientsin, where they hope to find a market. The British and Chinese Corporation and the Peking Syndicate recently applied conjointly for a

railway concession from Sinyang, on the main line from Pekin to Hankow, along the Han river valley, Sianyang, and across to Chengtu-fu, the capital of Szechuan. China replied that a native capitalist had already asked for this concession. The British responded that if it were built with Chinese money they could make no objection, but should China require foreign capital for its construction, preference should be given to them as first in the field. The Chinese have not replied, and then the matter stands. Nothing has been said regarding terms or any details.

Again, the British and Chinese Corporation obtained in 1898 a concession for a railway from Pukow opposite Nanking, to Sinyang; but no attempt has yet been made to utilize the concession. SHENG recently gave notice that unless the corporation, within six months, carried out the terms of the preliminary contract, the concession would be cancelled. Yet again the Pekin Syndicate claim the right to build a railway from the Shansi mines to Pukow; but the claim meets with strong opposition from France on the ground that the line will divert traffic from the Peking-Hankow main line, and that if the right is given to the British an indemnity must be paid to the Franco-Belgian syndicate financing the main line. It is then to be wondered at that Dr. MOUNTAIN claims that British railway prospects, even in the Yangtze region, are materially worse than ever before? The Shansi coal concessions obtained by the Pekin Syndicate are denied an outlet to the Yangtze, without which they are valueless. The *Times* correspondent concludes his despatch with the remarks that perhaps it is necessary to remind the British Government that a despatch from Sir CLAUDE MACDONALD of the 4th September, 1898, informed Lord SALISBURY that the Tsungli Yamen had in an interview of the previous day consented that the Pekin Syndicate should construct a railway from their mines to the Yangtze on terms not inferior to those granted to other railways; while in a despatch from Prince CHING to Sir ERNEST SATOW of the 24th April, 1902, Prince CHING explicitly re-affirmed the right of the Syndicate to connect the mines with the Yangtze. It is only natural that the question should be asked what is the value of these promises. An answer to this will be looked for when Sir ERNEST SATOW returns to China. From Lord LANSDOWNE'S speech on the 16th ultimo we know that the British Minister has full instructions to support energetically the views of the Government—which are, as stated by Lord LANSDOWNE, that Great Britain has serious cause for complaint over the treatment of British applications for railway concessions. Therefore the return to Peking of Sir ERNEST SATOW will be anxiously awaited, in the hope that the undoubted grievances of which Dr. MORRISON complains so strongly may be remedied.

Lord and Lady Lonsdale arrived yesterday on the s.s. *Yamata Maru* on their way to Australia.

Yesterday was the anniversary of the taking of the Bastille, and the tricolour was displayed in the harbour and in the city by French ships and firms in honour of the occasion.

Mr. W. G. Blackwood, a prominent member of the Rifle Association, was amongst the passengers on the *Kagu Maru* yesterday. He travels home by way of the United States.

The master of the junk, on board whose craft the Water Police found a few old muskets, was fined \$100 at the Magistrate yesterday for being in possession of arms without having a licence.

A Chinaman whose extradition is being applied for by the Chinese authorities was remanded at the Magistracy yesterday by Mr. J. H. Kemp on a charge of murder within the jurisdiction of China.

During the 24 hours ended at noon yesterday three cases of plague occurred. One case was fatal—Portuguese from 45, Elgin Street. The other two were Chinese cases. These bring the year's total up to 1,387.

Wai Kwai, who is charged with breaking into a house at 17, Lascar Row in July last year and stealing therefrom property to the value of about \$140, was brought up on remand before Mr. T. Sercombe Smith, Police Magistrate, yesterday morning, and committed for trial.

Information from Canton confirms the report that Mr. Duncan, formerly an officer on one of Jardine, Matheson & Co.'s steamers, committed suicide from the *Powai* in the Whampoa tide-pole on Monday morning. Efforts were made to save him, but they were fruitless. No reason is assigned for the act.

Indian Planting & Gardening publishes what is considered to be an important discovery that quinine in forty-grain doses cures rinderpest in cattle. The discovery was made by the late Professor of Agriculture in Seabrook College, who found South African cultivators buying quinine largely from the village post-office, which, on enquiry, proved to be for cattle suffering from rinderpest. In every case the cure was complete. The matter will probably be investigated by the Government.

On the 10th June, the *Peru*, a twin-screw steamer of 10,000 tons, was launched at Belfast for the Paninsular and Oriental Company. She is a sister ship of the *Patrero*, launched at Glasgow a fortnight before.

Sir William Des Voeux's recollections, entitled *My Colonial Service: with Interludes*, is being published by Mr. Murray. The author speaks notably from his Hongkong experiences, but from those in colonies as widely separated as Newfoundland, Fiji, Trinidad, and British Guiana.

Some uneasiness is said by home papers to be felt in German official circles at the steady increase in the Russian naval forces in the Far East, and in what are regarded as the growing signs of serious complications in Chinese waters. The German Government has resolved, therefore, to reinforce its East Asiatic fleet by the addition of several of the newest ships of the Navy.

The Russian Ministry of Marine intends to equip its warships on foreign stations with operating-rooms. The first of these will be fitted out on one of the ironclads coming out to the Far East during the coming autumn. It will be made as complete as possible with regard to surgical instruments and requisites, and the room will be connected by telephone with the other portions of the vessel.

On the 10th ult. Sir Edwin Arnold, K.C.I.E., celebrated his 71st birthday. Just half a century ago he won the Newdigate prize at Oxford in an initial effort which has been followed by *The Light of Asia* and *The Light of the World*. *The Light of Asia* was all dictated by the author after his journalistic work for the day was done. Latterly Sir Edwin has fallen a victim to blindness.

The following speech was delivered by the Vice-Governor of Bessarabia, M. Ostroff, to the Jews who attended the funerals of the Kishinev victims. "Too many of you have come," he said.

"I have authority to dispense you, but I will be compassionate. Calm yourselves; forget what has happened; consider it as an expiation of your sins and of the sins of your fathers. It is the will of God; bear your trial with resignation." The Vice-Governor evidently felt he had a mission to interpret Christianity to the Jews!

The *Straits Echo*'s "beauty competition" has terminated. A Mr. Lim Eow Thoen won the \$100 with 1,443 votes, Mr. J. Napier being second with 1,378. The Sultan of Johore was sixth. Our Penang contemporary says:—"This competition has served its purpose, from two points of view, namely business and amusement. Nobody could be offended or question its bona fides, and if it has not fallen in with the advanced notions of certain persons in high places we are in no way worried, our manager has been raking in the shekels and is quite satisfied with the general result. The *Echo*, burst on the horizon of Eastern journalism on June 1st and we doff any paper in the East to show such a record as ours for business in such a short time.

On the completion next September of the term of Rear Admiral Harry T. Grenfell, second in command on the China Station, he will be succeeded by Rear Admiral the Hon. Asheton G. Curzon-Howe, who last month hauled down his flag as second in command of the Channel Fleet. Admiral Grenfell's flag is flying on the *Albion*, but it is reported that Admiral Curzon-Howe's flagship is to be the *Leviathan*, first-class armoured cruiser, which was commissioned at Portsmouth on the 16th ult. by Captain the Hon. Walter G. Stopford, to replace the *Argonaut*. The China Squadron is to be reinforced by the transfer of the *Vengeance*, first-class battleship, Captain Leslie C. Stuart, from the Mediterranean Station. She was commissioned at Portsmouth in April last.

In the Cape "Ragging" Case, tried by court-martial at Wellington Barracks last month, the evidence given was of a remarkable character. It is alleged that the accused held a mock trial of a Mr. H. F. Stanford at the Mount Nelson Hotel, Cape Town, and subsequently ducked him in a fountain, stripped him naked, cut off half of his moustache and bits of his hair, and subjected him to other indignities. He commenced civil proceedings against them, but the case was compromised by the payment of £1,500. The names of the accused—"officers and gentlemen" are Captain H. B. C. Williams and Captain J. H. Hayes, 3rd Dragoon Guards; Captain C. Lane, D.S.O., and Lieutenant C. M. Truman, 12th Lancers; Second Lieutenant C. L. Prior, 17th Lancers; Lieutenant R. H. Hermon-Hodge, 3rd Grenadier Guards; and Lieutenant and Hon. Captain W. Jenkins, 5th Battalion Life Brigade.

The German correspondent of the *L. & C. Express* says:—"A letter from 'Shanghai,' recently published, may be instructive for such Germans who of late are always lamenting that the millions invested in Kiaocheu are still not yielding any interest. The writer, however, wisely points to the fact that the German flag was only hoisted at Kiaocheu five years ago, and he very reasonably adds that such 'green blots' should turn their eyes to and learn from, the British nation, the best colonizers on the globe, who only look for earning a material interest in newly-acquired possessions very often after several decades. Yet England is never behind in doing everything for its colonies, as might be seen from Hongkong, Jumnaia, &c. The German officers at Kiaocheu, as well as some Hongkong visitors of the place, feel reassured that Tsingtao in future will become the Hongkong of Northern China, and that the Germans have done, so far, everything possible to make Tsingtao a first-rate trading-centre."

Indian Planting & Gardening publishes what is considered to be an important discovery that quinine in forty-grain doses cures rinderpest in cattle. The discovery was made by the late Professor of Agriculture in Seabrook College, who found South African cultivators buying quinine largely from the village post-office, which, on enquiry, proved to be for cattle suffering from rinderpest. In every case the cure was complete. The matter will probably be investigated by the Government.

L'Echo de Chine has an article on supremacy in the Pacific Ocean and suggests that the struggle for the Pacific may be one of the causes of the Anglo-French rapprochement.

The *Shanghai Union* says:—"A few evenings ago a resident going along Soword Road saw a white object on the sidewalk, so he made an investigation and found that it was a drunken Russian sailor. Then he called a native policeman who having turned the unconscious object over, said 'Maskee; no blong Englishman.' evidently being under the impression that others than Britishers did not count for much."

This is the *San Francisco Chronicle*'s opinion of Mr. Chamberlain's attitude:—"Mr. Chamberlain has an uphill job before him. He has made it more difficult than necessary by professing to retain his old love for free trade. When he comes out in the open and makes it clear that he is fighting the battle of the British producer he will stand on surer ground, and if he exhibits his usual tenacity of purpose he will end by convincing the nation that it must adopt measures to resist the unfair competition of foreigners if it desires to survive the fierce struggles of the future for trade."

Two curious actions have been begun in the District Court of Colombo. Two plaintiffs have claimed for £3,000 and £5,000 alleged damages sustained by them in consequence of the defendant, while sitting in a village *gansabawa* or minor court, having addressed them in abusive language, maliciously and in a manner offensive to good morals, for the purpose of unduly exposing them to odium and disgrace. It seems there was a case in the *gansabawa* against the plaintiff, who were both acquitted. The defendant, it is alleged, after the acquittal gave them a piece of his mind, calling them stray offspring, who a silk clothes might more fittingly be wrapped about dogs, and concluding by saying that ten like them would not be a match for one of his arms.

The precautions taken at Berlin after the death from bubonic plague, of Dr. Sachs were very stringent. The hospital attendant Marggraf, who developed symptoms of plague, and all the other persons who came into contact with the late Dr. Sachs during his fatal illness, were isolated in special barracks in the grounds of the Charité Hospital. A young physician, Dr. Pfugmacher, who volunteered to attend upon Marggraf, was also completely isolated from the outer world, though he communicated with the Charité by telephone. The food of the isolated persons was handed over a stockade, and the dishes on which it was served were submitted to an elaborate process of disinfection. The entrance to the wooden barracks where the plague subjects were confined was guarded day and night by police.

The King has been graciously pleased to appoint Mr. Edgar William Salis Schwabe to be His Majesty's Vice-Consul at Vladivostock. The *L. & C. Express* remarks:—"It is perhaps somewhat curious that just as Vladivostock is losing the importance that formerly attached to it the appointment of a British Vice-Consul appears in the *Gazette*. In former days the only Foreign Consular official allowed at the port was the Japanese commercial agent. He was joined a few years ago by a United States Consular officer, but it was understood that Russia always objected to a British official, and was able with some reason to point to the fact that British commercial interests at the port were small and did not justify the demand for a Consul. Now that an official is appointed it is when, by the construction of the Siberian and Manchurian railways, and the Russian possession of Port Arthur and Taliawan, Vladivostock is left out in both the military and commercial senses."

In his lecture at the Royal Geographical Society's meeting on "Journeys in Mongolia," Mr. C. W. Campbell, C.M.G., told his audience that "racing is the nation's pastime; it is, in the main, a fair weather sport. From May to August pony-races are the attraction at the temple festivals and fairs throughout East and North Mongolia, and most owners train a selection from their speediest ponies for the local meetings. A racing-stud of dimensions commensurate with rank and wealth is the proper appanage of a prince or *tsar*, and his 'string' usually includes some of the fastest beasts of his district. The races are never under ten miles long; the 'Derby' of Mongolia is a contest over thirty miles of rough steppe. There are prizes to winners, rarely of tempting value, in the Chahar country the 'stakes' was usually an ounce or two of silver (2s. 6d. or 5s.). I constantly heard of matches between rival owners proud of the reputation of their stock, but seldom of serious wagers on the result. It is worth remembering that Mongol races are usually run under ecclesiastical auspices. A race-meeting I attended in the Chahar country in 1899 was presided over by the local *gegeen* (avalay), and the competing ponies were mostly owned by lamas. The great races which take place yearly at Urga are held under the direct patronage of the Bogdo (Lama Pope of Mongolia), who becomes the owner of all the winners. A horse-race with a bishop in the judge's box, a public chieftain, no bookmakers or betting, and nominal prizes, is a phenomenon entitled to a little attention from an Englishman."

THE NEW GERMAN CONSUL.

Herr Von Varchmin arrived here on the 7th instant to succeed Dr. A. Mudra as Consul for Germany of this port. Dr. Mudra leaves today for Hongkong.

CORRESPONDENCE.

CRUELTY TO ANIMALS IN HONGKONG.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 14th July.

SIR.—Will one of the writers of the articles, on "A Shocking Case of Cruelty" lay an information for summons? I will then produce other witnesses.—Yours, etc.,

F. W. LYONS.

Acting C.S.P.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:

The barometer has risen generally, except over S. Japan.

Pressure is high over the Pacific to the E. and S. of Japan, and relatively low over N. China.

Clouds slight generally with light or moderate E. and SE. winds in the Formosa Channel and over the N. part of China Sea.

Forecast:—Light SE. winds; showery.

H. K. & S. BANK DIVIDEND.

We are officially authorised to state that, subject to audit, the directors of the Hongkong and Shanghai Banking Corporation will recommend at the forthcoming meeting a dividend of £1. 10s. per share; add to the reserve fund £500,000; write off property account £200,000; and carry forward about £1,425,000.

TELEGRAMS.

REUTER'S SERVICE.

THE POPE'S ILLNESS.

LONDON, 11th July.

The Kaiser has sent an autograph letter of sympathy to the Pope by a special emissary.

LATE.

The doctors say that the Pope has overcome the critical period of his illness and that he may last for days or even weeks.

THE BISLEY MEETING.

LONDON, 11th July.

The Americans won the Palma Trophy at Bisley with a record score of 1,570.

ETON V. HARROW.

LONDON, 11th July.

Eton beat Harrow by an innings, and 154 runs.

RAILWAY RIVALRY IN CHINA.

Dr. Morrison telegraphs to the Times.

Peking, 8th June.

The attention of the British Government should be drawn to the railway activity of other Powers north of the Yangtze. If ye believe that our friendly attitude in attempting to relieve China of some of the burden of the indemnity—though China has done nothing to deserve such consideration—will meet with a friendly response from the Chinese Government, we are under a delusion. The present position is the following. The Russians have obtained a concession for a railway, guaranteed by the Chinese Government, from Chingting-fu, on the main line from Peking to Hankow, to Taiyuan-fu, the capital of Shensi. This line, tapping the coalfields originally conceded to the Peking Syndicate, was originally planned in France. It is to have a narrow gauge, not the standard gauge, and will eventually extend westwards. The Germans, who enjoy a monopoly of railway construction in Shantung, have been conceded two important extensions for which they hope to secure a Chinese Government guarantee—namely, first, from Tsohan, on the Grand Canal, to Chingting-fu aforesaid, this being a continuation of the main line which is being industriously pushed across Shantung from Kinchau Bay through Tsinan-fu, the capital, to the Grand Canal; secondly, from Yen-chau in Shantung on the Tien-tsin-Chinkiang main line to Kaifeng-fu, the capital of Honan, where it will join the new Belgian projected railway going westwards.

The Belgians, through M. Rouffart, a distinguished engineer, have been granted a concession for a railway from Kaifeng-fu, the capital of Honan province, to Honan city, with a Chinese Government guarantee and an option for its extension to Tongkuau, the key of Western China, and Hsien-fu, the capital of Shensi. M. Rouffart is now here awaiting the issue of an Imperial edict sanctioning the concession, when it is an open secret that an arrangement will be proposed for a joint account with the German Shantung Syndicate, so that another non-British railway will traverse China from Kinchau to Hsien-fu. Compared with these successes, the British position is not encouraging. The Peking Syndicate have nearly completed 90 miles of railway from their coal measures in Honan province to the Wei river, a waterway navigable for shallow-draught junks to Tientsin, where they hope to find a market. The British and Chinese Corporation and the Peking Syndicate recently applied conjointly for a railway concession from Sinyang, on the main line from Peking to Hankow, along the Hau river valley, to Sianyang, and across to Chengtu-fu, the capital of Szechuan. China replied that a native capitalist had already asked for this concession. The British responded that if it were built with Chinese money they could make no objection, but should China require foreign capital for its construction preference should be given to them as first in the field. The Chinese have not replied, and there the matter stands. Nothing has been said regarding terms or any details. The British and Chinese Corporation obtained in 1898 a concession for a railway from Fukau, opposite Nanking, to Sinyang aforesaid, but no attempt has yet been made to utilize the concession. Sheng recently gave notice that unless the corporation, within six months, carried out the terms of the preliminary contract, the concession would be cancelled. The Peking Syndicate claim the right, which seems indisputable, to build a railway from the Shensi mines to Pukau, but the claim meets with strong opposition from France on the ground that the line will divert traffic from the Peking-Hankow main line, and that if the right is given to the British an indemnity must be paid, to the Franco-Belgian syndicate financing the main line. Regarding the Anglo-German trunk line from Tientsin to Chinkiang, the final contract is now being negotiated by the Germans, the terms obtained for their section from Tien-tsin to the southern border of Shantung to be accepted by the British for their section from the border of Shantung to the Yangtze. The German final contract proposes a loan of £2,000,000, with a Chinese Government guarantee of 5 per cent., this amount to cover also the construction of the two branch lines above mentioned to Chingting-fu and to Kaifeng-fu. From the foregoing it can be seen that British railway prospects, even in the Yangtze region, are materially worse than ever before. The valuable Shensi coal concessions obtained by the Peking Syndicate are denied an outlet to the Yangtze. Of what value are these concessions without this outlet? Do our Government realize how serious may be the losses which many British will be called upon to face if this outlet is not obtained? Perhaps it is necessary to remind the Government that a despatch from Sir Claude Macdonald of September 4, 1898, informed Lord Salisbury that the Taung Yamen had in an interview of the previous day consented that the Peking Syndicate should construct a railway from their mines to the Yangtze on terms not inferior to those granted to other railways: while in a despatch from Prince Ching to Sir Ernest Satow of April 24, 1902, Prince Ching explicitly reaffirmed the right of the Syndicate to connect the mines with the Yangtze. Yet now, for fear of hurting their susceptibilities, we decline to compel the Chinese to fulfil their written undertakings.

RECOMMEND MACNIVEN & CAMERON'S PENS. The WAVERLEY Pen, for Easy Writing. The FLYING SCOTSMAN PEN, instead of a Quill. The FLYING J writes 200 words per dip. Sold at all Stationers, WAVERLEY Works, Edinburgh. (2945-1)

LATE TELEGRAMS.

[VIA CEYLON.]

THE FISCAL QUESTION.

London, 26th June.

At a luncheon of the Constitutional Club to-day, Mr. Balfour, in presenting Mr. Chamberlain with an address on behalf of the Club, said Mr. Chamberlain's term at the Colonial Office was unique in British history. He adverted to the fiscal question, and said we could not permit foreign intervention with a fiscal relations with the Colonies, which were integral parts of the Empire.

Mr. Chamberlain, replying, said that a closer union with the Colonies was best approached by a commercial union through preferential tariffs, and he believed such was the only system whereby the Empire could be kept together. We must employ a policy of retaliation, or, more properly speaking, a policy of negotiation, to demolish the wall of hostile tariffs which is threatening our greatest industries. It was monstrous, he said, to suppose that he desired to impose greater burdens on the poor.

London, 28th June.

Friday's speeches by Mr. Balfour and Mr. Chamberlain are the sole political topic throughout the Kingdom. Many Ministerial organs are in a condition of complete uncertainty and hesitate to commit themselves, reflecting the feeling prevalent in the Unionist party. The cry on all hands is "More facts more light." Meanwhile the Opposition is using the "dead loaf" to the best advantage. The leading Unionist papers question whether it is practicable to maintain an extensive union of parties with such a split existing.

London, 30th June.

During a tariff debate in the Lords last night, Lord Lansdowne said it was impossible for Government not to consider the position threatening us as serious. The possible withdrawal of the favoured-nation treatment, mentioned in his speech on the 16th instant, was actually adumbrated in an official document which would shortly be published in a forthcoming Blue-book. This Blue-book would show that there were no proposals for influencing Germany by retaliation or otherwise. Such proposals could only be considered after the discussion of the tariff question which the Government considered indispensable.

MORE BIRTHDAY HONOURS.

London, 26th June.

Four new Posts have been gazetted, including Sir Edward Lawson and Mr. W. A. Watson-Armstrong, head of the Elswick firm.

The new Burtons include Sir Alfred Hickman, Major Rauch, and Captain W. A. Wilson-Todd. Members of the House of Commons.

Sir F. Wingate has been gazetted a Major-General.

Sir Marcus Samuel, the Lord Mayor, has been gazetted a Baronet.

Surgeon-General Watt, Major-General St. George Henry, Colonels Edward Hay, Seymour, Monroe, Thomas Evans, John Barker, Frederick Elmslie, Beauchamp, and Doran, have been appointed Companions of the Bath.

GERMAN SOCIAL DEMOCRACY.

The second ballot of the Reichstag show that the Social Democrats have further gained. They carried the whole of Saxony except one seat.

COUNTRY CRICKET.

London, 26th June.

Somerset has beaten Gloucester by an innings and 72 runs.

VENICE TO CALCUTTA.

London, 27th June.

The Bill approving the agreement for a direct steamship service between Venice and Calcutta has been submitted to the Italian Chamber.

THE LADO ENCLAVE.

London, 28th June.

The Antwerp *Nieuropole* publishes semi-official information that the negotiators on the Lado Enclave question have decided to leave matters as they are during the lifetime of King Leopold.

PRINCELY OFFER.

London, 28th June.

Lord Rosebery, in a letter to the London County Council, offers on behalf of Messrs. Wernher, Buit & Co. £300,000 for the construction of a Technical Education College, similar to that at Charlottenburg. The site proposed is at South Kensington, adjacent to the College of Science. The Council is asked to provide £200,000 a year as maintenance, and to appoint representatives for the Committee of government, of which Lord Rosebery is to be Chairman.

THE BRITISH MISSION TO TIBET.

Calcutta, 29th June.

Colonel Youngusband, Messrs. Claude White and Purt, were expected to start on their eventful journey to Tibet by Friday last. The telegraph line is being laid up to the frontier right through Sikkim.

DEATH OF FAMOUS BAND-MASTER.

London, 30th June.

The death is announced of Lieutenant Dan Godfrey, for many years the Guard's Bandmaster.

ARMY RECRUITING.

London, 30th June.

Mr. St. John Brodrick, in the House of Commons, said that recruiting had been temporarily suspended in the Cavalry, and mostly in the other arms except the Infantry, as establishments were full.

[VIA STRAITS.]

THE QUEEN OF HOLLAND.

New York, 2nd July.

The Queen of Holland is now in a much better state of health. She is not, as has been often denied by the Dutch Government, suffering from tuberculosis.—*Straits Echo*.

RAILWAY TO MECCA.

Aden, 2nd July.

It is now decided to proceed with the work of building the Hedjaz-Mecca Railway with all despatch and thereby, in the near future, save pilgrims the tedious camel and foot journey across the desert, in performance of which many annually die from fatigue and exposure, to say nothing about the extortionate prices they have to pay en route for food and even water. The Sultan of Turkey has agreed to the project of ordering all Mahomedans to contribute a minimum of five piastres to assist in covering the expenses incurred in its construction.—*Straits Echo*.

THE JAPANESE INVASION OF COREA.

[VIA CECYLIA.]

London, 26th June.

Mr. George Lynch, in a letter published in the *Post-Mall Gazette*, writes:

Out here in the East may be now seen in progress two instances of the invasion and conquest of a country which, I think, are without parallel in the world's history. I refer to the invasion of Corea by the Japanese, and the annexation of Manchuria by Russia. This method requires money, but not so much as a war does; and the results, if slower, are more complete and satisfactory. With this method, practised by the Japanese and Russians, a line of railway is the pioneer line of advance after a certain amount of reconnoitring, so to speak, has been done by enterprising emigrants. The Japanese made and own the line of railway from Chemulpo to Seoul, and are making the line from Fusau to Chemulpo, and along that route is the main track of their acquisitive advance. At Fusau will be the southern terminus of this arterial railway system, which will be open for traffic within eighteen months. It is the nearest harbour to Japan, and a most perfect natural harbour; it is, where all the liners of the East could find safe anchorage. Thousands of Coreans were at work when I was there, under Japanese supervision, constructing wharves and piers, so that the vessels can load direct from the railway trucks and discharge into them. Deep cuttings and much filling in are necessary here, but the labour is plentiful and very cheap. It is similar work to that which is being carried on in a more gigantic scale at Dalny. In anticipation the Japanese have managed to buy up all the best sites adjacent to the railway, and near the terminus, right in the centre of the harbour, a Japanese town of considerable proportions has already sprung up. All round it house-building is in active progress, and wide and long streets are marked out with lines of stone foundations and the skeletons of wooden houses rising from them, which, when completed, will double the present size of the town. There is not a good site for a house or a shop now to be bought in Fusau; they are all in the hands of the Japanese. There have been numerous edicts issued from time to time by the Emperor against foreigners requiring land in Corea, but like many other enactments of the Government in this curious country, they do not appear to be enforced. The Japanese own about one-third of the real estate in Seoul, and close on one-half of that in Chemulpo, and a considerable portion in the rest of the next largest cities. The Corean is as a rule an improvident individual in a chronic state of improvidence. He is always ready to receive a loss on almost any terms. The Corean accepts a loan, say for six months, which, being sanguine and rather careless, he promises to repay at the end of that time. The Jap [sic] to whom he has given his title-deed as security comes along, and when the money is not forthcoming, usually at first contents himself with squeezing a bit by way of interest from the borrower. He is not content with this, however, but sooner or later plants himself in the house, calls in the police, and gets the Corean turned out. The interesting question here, the question which puzzles the most thoughtful-looking resident observer, is: Who is likely to have Corea, the Russians or the Japs [sic]? Gathering the opinions of people on the spot, they are unanimous, clear, and emphatic. As long as one speaks to Japanese or people with Japanese leanings, they are unanimous, clear and emphatic in propounding the doctrine that Corea must, can, and will come under Japanese rule and under no other. The Russians and their sympathisers are equally emphatic, that it will never be annexed by Japan, and when you ask will Russia take it, your answer is generally a shrug of the shoulders and a quizzical look in the corner of the eye. They can afford to wait, these Russians, and they know how to, and as a reward all things seem coming to them in this part of the world. Manchuria is just twice the size of Japan, and to the fable of the next half century that India will to London. If there is one thing that the Japs have reason to be superlatively proud of, it is their Intelligence Department. They have had their spies for a long time past on the track of the Russians throughout Manchuria, so that Tokyo is as well informed as St. Petersburg about every movement. The Japs have just completed a great map that gives more detail of that country, which may be dotted shortly with battlefields; than anything, I feel sure, that the Russians can have. Looking at the whole position from what we are in the habit of calling a commensurate standpoint, and with the white man's idea of fair play, we must bear in mind that the Japanese were done out of Port Arthur when they had every right to possess it by the laws of victorious conquest. In the modern pressure of things the Coreans cannot continue to exist independently in this crowded world, where right is no defence against might. As a source of food supply Japan depends to a certain extent on Corea. Corea has territory sufficient in all conscience. Why should not Japan have Corea? Similar evidence of improvement such as our civilisation takes pride in is visible in the territory under Japanese influence in Corea as in that portion under direct Russian control in Manchuria: wide streets, cleanliness, railways, telegraph lines, light, a proper supply of water, adequate drainage. It

is good compensation even when the robbing is admitted. The Corean army has been reorganized, trained, and equipped under Japanese supervision; in fact, it is difficult to distinguish sometimes between the Corean and the Japanese soldiers. This, a Japanese gentleman said to me, will be all the more convenient when the time comes, as drill and uniform will make everything ready to have the Corean army changed into so many regiments of Japanese soldiers. The Japanese would probably do great things with this country if they get it. The Coreans show no signs whatever of progressing or moving out of their hermit isolation. This great unobtrusive conquest by rail and telegraph lines and undermining by money power is sure, if slow, and when the time comes for the detail of unfurling the Japanese flag, it is not very likely to be very strongly opposed by any Power except Russia and Russia may be fully occupied elsewhere.

RUSSIA AND THE BAGHDAD RAILWAY.

[VIA CECYLIA.]

London, 26th June.

A *Times* correspondent writes under date

Paris, 9th June:

The *Patric*, the first evening newspaper sold on the boulevards, is a Nationalist and well-known anti-English organ. On the other hand, it is extremely friendly to Russia. Whatever its shortcomings may be, it is only fair to recognize that it is an enterprising newspaper. Its manager is at present in St. Petersburg and in an interview with M. Witte, Minister of Finance, has elicited from him a statement of considerable importance respecting the Russian view of the Bagdad Railway scheme. I give these particulars in order to make it understood that M. Witte's views, as set forth below, came through a channel which in this instance may be regarded as trustworthy.

After having thanked M. Witte for his friendly reception, the representative of the *Patric* inquired whether he did not think that an attempt was being made just now by the common enemies of France and Russia to make mischief between them. The Minister was silent for a time, but eventually answered: "You have just touched upon a very delicate point, which involves a grave problem. I am not the Minister for Foreign Affairs, and I am not called upon to speak to you upon foreign politics. But since you refer to the campaign undertaken to sow division between us, I will give you a plain answer. You are all too apt to create a conflict between our respective interests in the economic domain. . . . Are you posted up in the question of the Bagdad Railway?" The manager of the *Patric* replied: "I know, your Excellency, that the Germans have obtained from the Sultan the concession of an important railway which will run from the shores of the Bosphorus to Bagdad." Here the Minister rang the bell and ordered two cups of tea. He then proceeded quietly and with composure substantially in the following terms:

"The concession obtained by the Germans is a serious affair, to which the attention of all Europe ought to be directed. The complicated connections therewith are not sufficiently known. What are the advantages which the Germans will reap from this railway? They will lay hold on the greater part of the traffic between Europe and Asia, which will be of no small benefit to them. Then, in the event of war, England being mistress of the route through Egypt, communications might nevertheless be maintained by the new railroad, which will threaten England to the very heart of India. But the construction itself is of a nature to disturb many things. It is a gigantic scheme, which will absorb hundreds of millions. Let me call your attention to the fact that the operation will require the issue of a capital of 15 millions in shares alone, and that the rest will be made up in bonds. This is all well and good, but where will the Germans find the money? Part of it will be forthcoming at home, and they expect to find the rest in France and England. Will French and other capitalists subscribe? No, unless they get a guarantee. Yes, perhaps, if such a guarantee be given. Of what nature can that guarantee be? Turkey's word is not sufficient. There only remains the Customs duties, which will have to be raised. If they are raised, capitalists will find the guarantee they want, but before the Turkish tariffs are touched Europe must be consulted. The question is, therefore, whether the Powers will give their consent. Germany, Italy, and Austria—that is to say, the whole Triple Alliance—will naturally acquiesce. France is on the point of assuming the same attitude. That surprises us. If the French Government consents to the increase of the Turkish tariffs, and thus to the creation of the guarantees required, if, moreover, it continues to encourage French capitalists to subscribe, this is what will happen. The work of construction will be commenced, but will never be finished, and the German and French capitalists will lose their money. The creation of this line of railroad is a dream which will never be realized. If French savings are engrossed in this bottomless pit, if thousands of subscribers are ruined, Russia will certainly be blamed. That must be avoided at all costs. Suppose that Russia were to give way and we were to be represented, like the other Powers, in the syndicate which is to be formed, you are aware, Germany will keep the effective management of the enterprise in her own hands, and it is she who will be the gainer. We do not intend to be her dupe. On the other hand, if we give our consent and the affair nevertheless falls through, we shall incur responsibility towards the ruined capitalists.

It is now decided to proceed with the work of building the Hedjaz-Mecca Railway with all despatch and thereby, in the near future, save pilgrims the tedious camel and foot journey across the desert, in performance of which many annually die from fatigue and exposure, to say nothing about the extortionate prices they have to pay en route for food and even water. The Sultan of Turkey has agreed to the project of ordering all Mahomedans to contribute a minimum of five piastres to assist in covering the expenses incurred in its construction.—*Straits Echo*.

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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to DAILY PRESS only, and special business matters to THE MANAGER.

Advertisements and Subscriptions which are not entered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS, Code: A.B.C., 5th Ed.

Leber's.
P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS
FOR NEW YORK (DIRECT).

THE Steamship

"ALBENGA,"
Captain Peterson, will be despatched on SATURDAY, the 18th inst., at NOON.
For Freight, apply to CARLOWITZ & CO., Agents.
Hongkong, 14th July, 1903. [2022]

STEAMSHIP "YARRA."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of cargo from London ex. Malvern, and from Bordeaux ex. Ville de Rochefort, in connection with above Steamers, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optimal cargo will be forwarded on unless intimation is received from the Consignees before NOON, To-DAY, the 14th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Tuesday, the 21st inst., at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 21st inst., or they will not be recognized.

All damaged packages will be examined on Tuesday, the 21st inst., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.
Hongkong, 14th July, 1903. [2023]

TO LET.

A N OFFICE at No. 2, CONNAUGHT
ROAD.

Apply—
THE HONGKONG & KOWLOON
WHALE & GODOWN CO., LTD.
Hongkong, 15th July, 1903. [2023]

TO LET UNFURNISHED.

ONE ROOM with Bathroom, Servants' Quarters, etc., suitable for a bachelor, in Robinson Road level. Also OFFICE opposite City Hill.

Apply—
C. H.,
Care of Daily Press Office.
Hongkong, 15th July, 1903. [2025]

WANTED ON LEASE.

HOUSE—EIGHT or TEN ROOMS.
State Terms to—
TENANT,
Care of Daily Press Office.
Hongkong, 15th July, 1903. [2024]

WANTED.

A N ASSISTANT MATRON (qualified Midwife) for the Hospital for Soldiers' Wives and Children, Queen's Road, from the 1st August, 1903.

Salary \$50 a month, free quarters, and rations.

Apply to—
SENIOR MEDICAL OFFICER,
Station Hospital,
Wellington Barracks.
Hongkong, 15th July, 1903. [2028]

NAVY CONTRACT.

TENDERS are invited for the supply of LABOUR and JUNKS in connection with the Coaling of H. M. Fleet, etc., at Hongkong for a period of 12 months from the 1st August, 1903.

Forms of Tender can be obtained on application to the NAVAL STORE OFFICER, H. M. Naval Yard, Hongkong, and should be returned not later than NOON, on WEDNESDAY, the 22nd JULY, 1903.

A deposit of one hundred dollars will be required with each Tender, to be returned if the Tender is declined.

Hongkong, 15th July, 1903. [2029]

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

A N INTERIM DIVIDEND of Six Dollars per Share for six months ending 30th June, 1903, will be payable on the 28th INSTANT, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd to the 28th INSTANT (both days inclusive).

By Order of the Board of Directors,
A. SHELTON HOOVER,
Secretary.
Hongkong, 14th July, 1903. [2026]

THE WEST POINT BUILDING
COMPANY, LIMITED.

A N INTERIM DIVIDEND of One Dollar and a Half per Share for six months ending 30th June, 1903, will be payable on the 28th INSTANT, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd to the 28th INSTANT (both days inclusive).

By Order of the Board of Directors,
A. SHELTON HOOVER,
Secretary to the Hongkong Land Investment & Agency Co., Ltd.,
General Agents for the West Point Building Co., Limited.
Hongkong, 14th July, 1903. [2027]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOI AND FOOCHOW.
THE Company's Steamship

"THALES."

Captain Robson, will be despatched for the above ports on FRIDAY, the 17th inst., at 11 A.M.

For Freight or Passage, apply to
DOUGLAS LARHAI & CO.,
General Managers.

Hongkong, 15th July, 1903. [2033]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship
"KUMSANG",
having arrived from the above Ports, Consignees of cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., the 16th inst., will be landed at Consignee's risk and expense into Godowns at EAST POINT.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 14th July, 1903. [2023]

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COMPAGNIE DES MESSAGERIES
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NOTICE.

Under the Patronage of His Excellency Sir H. A. BLAKE, G.C.M.G.;
His Excellency Major-General Sir W. J. GASCOIGNE, K.C.M.G.;
&c., &c., &c.

A GRAND PROMENADE CONCERT
will be held on the VOLUNTEER
PARADE GROUND, TO-MORROW
(THURSDAY), the 16th JULY, at 9 P.M.

In the event of unfavourable weather the Concert will be held in the S. ANDREW'S HALL.

Front Seats \$2. Remainder 50.
Sailors, Soldiers, and Volunteers in Uniform half-price.

Tickets can be obtained from Volunteer Head Quarter, Messrs. Kelly & Walsh, and the Officers, H. K. V. C.

N.H.—Tickets already taken for 11th July are available.

Hongkong, 14th July, 1903. [2016]

ENTERTAINMENTS

EUROPEAN AND JAPANESE
WRESTLING.

FIRST-CLASS WRESTLING bouts in European and Japanese styles take place at PRAYA CENTRAL (opposite Central Market), at 5 P.M. daily, and until further notice. Challenges accepted.

PRICES:—1st Class, \$2; 2nd, \$1; 3rd, 50 cents.

S. NARUMI.

Hongkong, 25th June, 1903. [1946]

HONGKONG VOLUNTEER CORPS.

Under the Patronage of His Excellency Sir H. A. BLAKE, G.C.M.G.;

His Excellency Major-General Sir W. J. GASCOIGNE, K.C.M.G.;

&c., &c., &c.

HONGKONG, 9th July, 1903. [1948]

PUBLIC COMPANY

THE CANTON LAND COMPANY,
LIMITED.

THE FIFTH ORDINARY GENERAL
MEETING of SHAREHOLDERS in
the Company will be held in the QOM PANY's
OFFICE, No. 14, Des Vaux Road, Hongkong,
on SATURDAY, the 19th JULY, 1903, at 11
A.M., for the purpose of receiving a Statement
of Accounts and the Report of the General
Managers for the year ending 30th June, 1903.

The TRANSFER BOOKS of the Company
will be CLOSED from the 16th to the 18th
JULY, 1903, both days inclusive.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 9th July, 1903. [1948]

SPONGES! SPONGES!!

JUST OPENED a large lot of Superior
kinds of TOILET and NURSERY
SPONGES of different sizes.

Prices very moderate.

H. RUTTONJEE,

No. 5, D'AGUILAR Street,
38 & 38, Elgin Road, Kowloon

Hongkong, 4th July, 1903. [1203]

LESSONS IN FRENCH.

NEW and easy method of learning French
in a few months, mainly by conversation
by a Frenchman. Terms very moderate.

Also Lessons in English by an English Lady.

B. R.,
Care of Office of this Paper.

Hongkong, 16th May, 1903. [1435]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions
to Sell by Public Auction,

TO-DAY (WEDNESDAY),
the 15th JULY, 1903, commencing at 11 A.M.,
at the Godowns No. 4 & 8, CROSS LANE,
Wanchai.

A LARGE AND VARIED ASSORTMENT
OF MACHINERY,
Including

MARINE ENGINES, BOILERS, LATRSES,
SLOTTING AND DRILLING
MACHINES, &c.

(Further Particulars from Catalogue, now
ready.)

On View from 6th July.

TERMS:—Cash on delivery.

GEO. F. LAMMERT, Auctioneer.

Hongkong, 25th June, 1903. [1623]

PUBLIC AUCTION.

THE EASTERN EXTENSION AND
GREAT NORTHERN TELEGRAPH
COMPANIES.

REDUCED CHARGES TO EUROPE.

COMMENCING the 15th INSTANT the
rate per word charged on Telegrams to
Europe (except Russia and Caucasus) will be
reduced from France 7.00 to France 5.50, and
the Currency rate, which is subject to revision,
will be reduced from \$3.35 to \$2.65.

J. M. BECK, Superintendent.

Hongkong, 8th July, 1903. [1959]

EXCURSIONS TO MACAO.

THE fast and commodious Steamship

"WING CHAI"

will leave her Wharf, opposite Central Market,

EVEVY SUNDAY (during the Summer
months) at 8.30 A.M., returning at 8 P.M., or
later.

FARE.—Return Ticket, including Tiffin and
Dinner (either on board or at Macao Hotel) \$5.

A match for sea bathing, both for Ladies
and Gentlemen, is provided, and bathing
clothes, &c., provided at reasonable rates.

SAM WANG & CO., LTD.

Hongkong, 30th June, 1903. [1756]

BRANCHES AND AGENCIES.

Andijan, Khabarovsk, Paris

Blagow. stchensk, Pekin

Bodaibo, Kientz

Boukhara, Kirin

Chefoo, Kien

Dalby, Krasnoiarsk

Hakkoda, Kwantchow

Hankow, Moscow

Harbin, Moukden

Hongkong, Nagasaki

Ice House Street, Tientsin

Ikontak, Tielin

Kalgan, Tientsin

Kashgar, Tientsin

Khakassk, Tientsin

Khabarovsk, Tientsin

Kien, Tientsin

Kien, Tientsin

TO LET

TO LET.

FIRST FLOOR No. 8, QUEEN'S ROAD CENTRAL. Suitable for Office. Apply to—
IF LAN CHUEN,
Care of Mr. A. M. Esabloy,
No. 7 and 9, Zealand Street,
Hongkong, 11th June, 1903. [1659]

TO LET—WITH IMMEDIATE POSSESSION.

TWO SUITES OF ROOMS in the Ground Floor of the Hongkong Club Annex, suitable for Offices. Apply to the undersigned. C. H. GRACE, Secretary, Hongkong Club. Hongkong, 18th June, 1903. [1757]

TO LET.

N. O. 12, CASTLE ROAD. Nos. 15, 17, 19 and 21, SEYMOUR ROAD. GODOWN, No. 32A, PRAYA EAST. Apply to—
COMPRADORE DEPARTMENT,
Nippon Yusen Kaisha,
Hongkong, 10th July, 1903. [1980]

TO LET.

A SUITE of FOUR ROOMS at No. 7, BARROW TERRACE, Kowloon. For particulars apply at the House. A. MENZELI, Hongkong, 14th July, 1903. [2012]

TO LET.

ONE or TWO ROOMS at No. 12, ARBUTHNOT ROAD (entrance from Wyndham Street also). Apply to—
C. M.,
Hongkong Hotel
(Secretary's Office). Hongkong, 14th July, 1903. [2010]

TO LET.

N. O. 3, DUDDELL STREET, ground floor. Suitable for Offices or Offices and Godown. Apply—
SOUTH CHINA MORNING POST," LTD., Connaught Road Central. Hongkong, 27th June, 1903. [1849]

TO LET.

2ND FLOOR, No. 35, QUEEN'S ROAD CENTRAL; suitable for Office. Apply to—
WING CHEONG,
35, Queen's Road Central. Hongkong, 16th July, 1903. [1981]

GODOWN TO LET.

N. O. 155, PRAYA EAST. Spacious Two-story Godown. Suitable for Yarn or Cables. Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 11th July, 1903. [1983]

TO LET.

18, ROBINSON ROAD. Apply to—
AHMET BUMJAHN,
62, Queen's Road. Hongkong, 1st July, 1903. [1866]

TO LET.

N. O. 2, "MAGDALEN TERRACE," MAGAZINE G. Apply to—
SPANISH PROCURATION. Hongkong, 1st July, 1903. [173]

TO LET.

FLATS in MORETON TERRACE, CAUSEWAY BAY, facing the Polo Ground. No. 2, RIFON TERRACE (6 FLATS). GODOWN at BOWRING (PRAYA EAST). HOUSES in LEIGHTON HILL ROAD. Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 8th June, 1903. [71]

TO LET.

N. O. 17, SEYMOUR ROAD or WOODLANDS WEST to Rent from 15th JUNE. Apply to—
E. H.,
Care of Daily Press Office. Hongkong, 16th May, 1903. [143]

"TANG YUEN." BOARDING ESTABLISHMENT.

SUMMER RATES. European Supervision. Excellent Cuisine and Accommodation. Apply—
M. Macdonell Road; or
FAIRBALL & CO., Queen's Road. Hongkong, 2nd March, 1903. [681]

FIRST-CLASS BOARD & RESIDENCE
"ST. GEORGE'S HOUSE," 2 & 4, KENNEDY ROAD.

EXCELLENT Table. Every home comfort. Well furnished rooms facing the harbour. For terms, apply to—
MRS. G. SACHSE,
"St. George's House." Hongkong, 17th March, 1903. [632]

M. MATTHAEY.

PRIVATE BOARD AND RESIDENCE. 14, QUEEN'S ROAD CENTRAL (Entrance by Zealand Street). Opposite Messrs. Kelly & Walsh, Booksellers. Hongkong, 11th July, 1903. [1987]

BOARD AND RESIDENCE.

M. B. S. GILLANDERS,
"GLENWOOD," 21, CAINE ROAD. Hongkong, 20th March, 1903. [1915]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board. Apply to Mrs. MATHER,
2, Pedder's Hill. Hongkong, 1st January, 1902. [117-1]

TO LET.

TO LET.

2ND FLOOR, No. 25, DES VEAUX ROAD CENTRAL. Apply to—
DANG CHEE, SON & CO.,
25, Des Veaux Road Central. Hongkong, 2nd July, 1903. [1908]

TO LET.

N. O. 1, CAMERON VILLAS (PEAK). A Six-Roomed Bungalow in first-class condition. Apply to—
LINSTEAD & DAVIS,
Hongkong, 24th June, 1903. [1818]

TO LET.

TWO SPACIOUS GODOWNS—Nos. 95 and 96, PRAYA EAST. Apply to—
H. N. MODY,
Victoria Buildings. Hongkong, 2nd December, 1902. [82]

TO LET.

"HARTLEY" and "WESTLEY,"
UPPER RICHMOND ROAD,
"STONY BROOK," LOWER RICHMOND. Apply to—
LAU CHU PAK,
Care of A. S. Watson & Co., Ltd.
Hongkong, 2nd June, 1903. [150]

TO LET.

TWO SPACIOUS NEW GODOWNS, very suitable for Dry Goods. Apply to—
W. LYSAUGHT,
183, Wan Chai Road. Hongkong, 15th April, 1903. [1153]

TO LET—UNFURNISHED.

"COOMBE" MAGAZINE G. A. Available from 1st April. Apply—
Daily Press Office. Hongkong, 16th February, 1903. [542]

TO LET.

2 SPACIOUS ROOMS at No. 15, BELLIOS TERRACE, with Bath and Kitchen. Rent very moderate. Immediate Possession. Apply to—
S. T. J.,
Care of Daily Press Office. Hongkong, 6th July, 1903. [1933]

TO LET.

ONE FIRST-CLASS SPACIOUS GODOWN at West Point. Apply to—
"GODOWN,"
Care of Daily Press Office. Hongkong, 16th June, 1903. [1719]

TO LET.

GROUND and 2ND FLOORS of No. 3, OLD BAILEY,
No. 10, SEYMORE TERRACE.
No. 18, MOSQUE JUNCTION.
No. 43, CAINE ROAD. Nine-Roomed Corner House, \$160 exclusive of Taxes. Nos. 1 and 3, CORONATION TERRACE. Six-Roomed Corner Houses, \$160 each including Taxes.

FOUR-ROOMED HOUSE on Upper Levels, fully Furnished, for Six Months. And others to suit various requirements. S. A. SETH,
Land and Estate Broker. Hongkong, 6th July 1903. [1396]

TO LET.

TWO GODOWNS, Nos. 2 and 4, MATHERON STREET, Wan Chai. No. 3, STEWART TERRACE, PEAK, Furnished, from 5th June to 31st August, 1903. "WESTBOURNE VILLA," NORTH BISHNEE ROAD. "BISNEE VILLA," POKFULUM ROAD. For terms and particulars, apply to—
LINSTEAD & DAVIS. Hongkong, 3rd July, 1903. [1046]

TO BE LET FURNISHED.

"IAN MOR" (West), PEAK ROAD. Apply to—
MAJOR TUDOR, R.E.,
or HUMPHREYS ESTATE & FINNACE COMPANY, LTD. Hongkong, 18th June, 1903. [1902]

TO LET.

FROM August 25th, COSMOPOLITAN HOUSE (Unfinished). 13 Large Rooms, Kitchee, etc., etc. Apply—
MANAGER, Wm. Powell, Ltd. Hongkong, 30th June, 1903. [1867]

THE BEST
THE OLDEST
THE CHEAPEST
BELT IN THE WORLD

IS
GANDY'S
TRADE
AMERICAN
BELTING
CO.

ALSO LARGEST STOCK OF
DODGEWOOD SPLIT FULLY-LENED
SHOES
IN STOCK
SIZES 10 TO 14
SIZES 15 TO 18
SIZES 19 TO 22
SIZES 23 TO 26
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SHIPPING.

ARRIVALS.

July 14, CANTON, British str., 1,110, D. F. Lawrence, Captain, 9th July, General, J. EDWARD MATTHESON & CO.

July 14, CHANGCHOW, British str., 1,203, J. PEACO, Amoy 12th July, General, BUTTERFIELD & SWINE.

July 14, HAICHING, British str., 1,267, Farnmore, Swatow 13th July, General, DODGELAS LAPRAE & CO.

July 14, HUNAN, British str., 1,899, Walsh, Moi 10th July, Coal, M. B. KAISHA.

July 14, KEPONG, German str., 1,115, W. Mollermann, Bangkok 4th July, Rice and Teakwood, B. TRENFIELD & SWINE.

July 14, KOGUN MARU, Japanese str., 1,789, Y. Minamikawa, Kobe 7th July, Coal and General—CHINESE.

July 14, LOTAL, German str., 1,237, Buhmann, Swatow 13th July—ODDEN.

July 14, PROSPER, Norwegian str., 780, J. Christensen, Saigon 10th July, General—CHINESE.

July 14, ROHILLA MARU, Japanese str., 2,399, Bishop, Manila 12th July, Treasure and General—TOYO KISEN KAISHA.

July 14, TRICHLAO, Austrian str., 618, Lovestich, Toulon 11th July, General—ORDER.

July 14, TIR, Norwegian str., 1,448, D. L. Danielsen, Hongkong 11th July, Coal—EAST ASIATIC TRADING CO.

July 14, YARL, French str., 2,657, Seller, M. Seilles 14th June, Mails and General—MESSAGERIES MARITIMES.

July 14, YAWATA MARU, Jap. str., 2,266, A. E. Morris, Yokohama and Nagasaki 10th July, General—NIPPON YUSEN KAISHA.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

14th July.

Glenary, British str., for Singapore.

Hoching, British str., for Swatow.

Hanoi, French str., for Hulphong.

Madura Maru, Japanese str., for Swatow.

Tyr, Norwegian str., for Canton.

Wampoo, British str., for Ningpo.

DEPARTURES.

14th July.

CHANGCHOW, British str., for Canton.

COINSAN, French str., for Saigon.

ERNEST SIMONS, French str., for Saigon.

FAI SONG, British str., for Swatow.

HAI LAN, French str., for Hulphong.

ALOONG, British str., for Swatow.

HIROSHIMA MARU, Jap. str., for Singapore.

ISCHIA, Italian str., for Bombay.

KAGA MARU, Japanese str., for Seattle.

KWANTUNG, Chinese str., for Shanghai.

LEN, Norwegian str., for Canton.

LIGHTNING, British str., for Calcutta.

LOONGOON, German str., for Canton.

MARIN JENSEN, German str., for Singapore.

PEKIN, British str., for London.

PHRA NANG, German str., for Bangkok.

PRONO, Norwegian str., for Newchow.

SHANTUNG, German str., for Shanghai.

TEPARTOS, German str., for Hankow.

TIENTIN, British str., for Chinkiang.

WOOSING, British str., for Canton.

VESSELS IN DOCK.

14th July.

ABERDEEN DOCKS.—K. WILSON DOCKS.—Sun Jouquin, Shantung, America Maru, Ocean.

COSMOPOLITAN DOCK.—

VESSELS PASSED ANJER.

June 21, Apr. 4 m. b.s., Alter, Kay, March 20, from New York for Yokohama.

June 21, French lge., Reue, Feb. 18, from Philadelphia for Nagasaki.

June 21, German str., Zion, Governor, from Port Elizabeth for Manila.

June 22, Dutch str., Bali, Bakker, from Amsterdam for Batavia.

June 23, Dutch str., Gode, Bugchus, June 25, from Batavia for Rotterdam.

June 24, Dutch str., Ixion, Robinson, from Amsterdam for Batavia.

June 25, French lge., Pierre Loti, Crotol, May 14, from Cape Town for Anjor.

June 26, Dutch str., Prins Hendrik, Turf-boat, from Amsterdam for Batavia.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAICHING."

Captain Peacoe, will be despatched for the above ports to-day, the 15th inst., at 11 A.M.

For Freight or Passage, apply to

DOUGLAS LAPRAE & CO., General Managers.

Hongkong, 13th July, 1903.

THE EAST ASIATIC COMPANY, LIMITED.

FOR MARSEILLES, COPENHAGEN AND BALTIQUE PORTS.

THE Danish Steamer

"PRINS VALDEMAR."

Captain Keck, will be ready to load for the above ports or about WEDNESDAY, the 15th instant.

For Freight or Passage, apply to

MELCHERS & CO., Agents.

Hongkong, 2nd July, 1903.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG, 1903.

"MACDUFF" ... About 15th July.

"SAINT BEDE" ... 25th July.

"ORI" ... To follow.

"MOGUL" ...

"SATSUMA" ...

For Freight and further information, apply to

DODWELL & CO., LTD.

Agents.

Hongkong, 2nd July, 1903.

HONGKONG-MACAO LINE.

S.S. "WING CHAI."

Captain Samuel Bell Smith.

DAILY Departure from Hongkong to Macao at 7.30 A.M., from Macao to Hongkong at 2 P.M., Sunday included.

1st Class fare (including cabin and servant), \$3; return ticket, \$3.

2nd Class, \$1.50; return ticket, \$2.50.

3rd Class, \$1.

Steerage, \$0.50.

Superior cabin accommodation.

Wharf in Hongkong, opposite Central Market; at Macao, C. M. S. N. Company's Wharf.

For Freight, &c., apply to

SAM WANG & CO., LTD.

81, Queen's Road Central, Hongkong, 29th April, 1903.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	WHEN DESPATCHED
LONDON, &c., VIA PORTS OF CALL	BALLAARAT	Brit. str.	E. E. Summers	P. & O. S. N. Co.	18th inst., at Noon.
LONDON & ANTWERP, VIA SINGAPORE, &c.	CETYLON	Brit. str.	C. D. Bennett	P. & O. S. N. Co.	About 24th inst.
LONDON & SUEZ CANAL	BENLEPI	Brit. str.	D. Clark	GIBB, LIVINGSTON & CO.	About 26th inst.
PROMETHEUS	Brit. str.			BUTTERFIELD & SWINE	22nd inst.
DIOMED	Brit. str.			BUTTERFIELD & SWINE	20th August.
PINGUET	Brit. str.			BUTTERFIELD & SWINE	22nd September.
P. VALDEMAR	Dan. str.		Kock	MELCHERS & CO.	Quick despatch.
PELEUS	Brit. str.			BUTTERFIELD & SWINE	21st inst.
TAMDA MARU	Brit. str.		J. W. Wale	NIPPON YUSEN KAISHA	25th inst., Daylight.
FRENCHIE	Fren. str.		Duchateau	MESSAGERIES MARITIMES	28th inst., 11 A.M.
STENTOR	Brit. str.			BUTTERFIELD & SWINE	4th August.
TIDEUS	Brit. str.			BUTTERFIELD & SWINE	18th August.
NESTOR	Brit. str.			BUTTERFIELD & SWINE	1st September.
MOYUNE	Brit. str.			BUTTERFIELD & SWINE	15th September.
GLAUCUS	Brit. str.			BUTTERFIELD & SWINE	29th September.
HAMBURG	GIER	Ger. str.	Burmeister	MELCHERS & CO.	22nd inst., at Noon.
NUREMBERG	GIER	Ger. str.	Jaburg	HAMBURG-AMERIKA LINIE	17th inst.
WURZBURG	GIER	Ger. str.	v. Bizer	HAMBURG-AMERIKA LINIE	20th inst.
BADENIA	Ger. str.		Rorion	HAMBURG-AMERIKA LINIE	12th August.
SITRONIA	Ger. str.		Hillebrandt	HAMBURG-AMERIKA LINIE	26th August.
KONIGSBERG	Ger. str.		Mayer	HAMBURG-AMERIKA LINIE	9th September.
ANDALUSIA	Ans. str.		von Dohren	HAMBURG-AMERIKA LINIE	23rd September.
TRISTE	Rus. str.		Mecozi	STANDEER, WIELER & CO.	21st inst., P.M.
NEW YORK, VIA PORTS & SUEZ CANAL	MACDUFF	Brit. str.	BRADLEY & CO.	DODWELL & CO., LTD.	18th inst., at 4 P.M.
NEW YORK (DIEGO)	ALBERNGA	Brit. str.		CARLOWITZ & CO.	About 15th inst.
NEW YORK, VIA SUEZ CANAL	VERONA	Ans. str.	Potorsen	SHEWAN, TOME & CO.	18th inst., at Noon.
KENNEBEC	Brit. str.		H. N. Spiesen	STANDARD OIL CO.	About 25th inst.
ARABIA	Brit. str.			HAMBURG-AMERIKA LINIE	About middle Aug.
YARL	Brit. str.		Bahle	CANADIAN PACIFIC R. CO.	To-day, at Noon.
INDIA	Brit. str.			NIPPON YUSEN KAISHA	2nd inst.
YAWATA MARU	Jap. str.		N. Ohno	DODWELL & CO., LTD.	23rd inst., at 4 P.M.
TAITUNG MARU	Jap. str.		J. Fenton	TOYOKISEN KAISHA	1st August.
YAWATA MARU	Jap. str.		B. It. str.	BUTTERFIELD & SWINE	16th August.
YAWATA MARU	Jap. str.		R. P. Craven	PORTLAND & ASIA CO.	To-morrow.
YAWATA MARU	Jap. str.		A. E. Moses	NIPPON YUSEN KAISHA	17th inst., at 4 P.M.
TAIYUAN	Brit. str.			BUTTERFIELD & SWINE	27th inst.
AUSTRALIAN PORTS	CANDIA	Brit. str.	W. G. Macartur	GIBB, LIVINGSTON & CO.	29th inst., at Noon.
YOKOHAMA, VIA SHANGHAI, MOJI & KORE	YAWATA MARU	Jap. str.	E. G. Andrews	P. & O. S. N. CO.	About 24th inst.
KOBE & YOKOHAMA	KOBE	Jap. str.	N. Trent	NIPPON YUSEN KAISHA	17th inst., Daylight.
KOBE	KOBE	Jap. str.	K. Kori	NIPPON YUSEN KAISHA	22nd inst., Noon.
KOBE & YOKOHAMA	KOBE	Jap. str.	H. Peterson	BUTTERFIELD & SWINE	25th inst.
SHANGHAI	KOBE	Jap. str.	A. L. Valentini	YARL	31st inst., Daylight.
SHANGHAI, KOBE & YOKOHAMA	RASSOVIK	Jap. str.		YARL	About 17th inst.
TAMSUI, VIA SWATOW & AMOY	DAIGI MARU	Jap. str.	T. W. Groves	SANDER, WIELER & CO.	18th inst., P.M.
ANPING, VIA SWATOW & AMOY	MAIDZURU MARU	Jap. str.	T. Saito	OSAKA SHOSEN KAISHA	19th inst.
SWATOW, AMOY & FOOCHOW	TAILOU	Brit. str.		OSAKA SHOSEN KAISHA	To-day.
CEBU & ILOILO	TAILOU	Brit. str.		OSAKA SHOSEN KAISHA	17th inst., 11 A.M.
MANILA	MANILA	Brit. str.		OSAKA SHOSEN KAISHA	18th inst., 11 A.M.
YUEN-SANG	MANILA	Brit. str.	S. J. Payne	OSAKA SHOSEN KAISHA	19th inst., of 4 P.M.
YUEN-SANG	MANILA	Brit. str.	A. E. Moses	OSAKA SHOSEN KAISHA	17th inst., 11 A.M.
YUEN-SANG	MANILA	Brit. str.	E. P. Bishop	SHEWAN, TOME & CO.	18th inst., 10 A.M.
YUEN-SANG	MANILA	Brit. str.	R. W. Almond	SHEWAN, TOME & CO.	25th inst., 10 A.M.
YUEN-SANG	MANILA	Brit. str.	B. Rodger	BUTTERFIELD & SWINE	27th inst.
YUEN-SANG	MANILA	Brit. str.	F. O. S. N. CO.	BUTTERFIELD & SWINE	About 24th inst.
YUEN-SANG	MANILA	Brit. str.	F. L. Pyne	NIPPON YUSEN KAISHA	27th inst., at 4 P.M.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRAUDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LIEGE, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, Ports in the LEVANT, BLACK SEA and BALTIQUE PORTS, ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
NURNBURG	HAVRE AND HAMBURG	On 17th July, Freight.
Capt. Jaburg	(Calling at Singapore and Penang)	
WURZBURG	HAYRE, BREMEN AND HAMBURG	On 29th July, { Freight & Passengers.
Capt. v. Bizer	(Calling at Singapore and Colombo)	
BADENIA	HAYRE AND HAMBURG	On 12th Aug., Freight.
Capt. Röden	(Calling at Singapore and Penang)	
SITHONIA	HAYRE AND HAMBURG	On 26th Aug., Freight.
Capt. Hildebrandt	HAYRE AND HAMBURG	On 9th Sept., Freight & Passengers.
KONIGSBERG	HAYRE AND HAMBURG	On 23rd Sept., Freight.
Capt. Mayer	HAYRE AND HAMBURG	On 24th Sept., Freight.
ANDALUSIA	HAYRE AND HAMBURG	On 23rd Sept., Freight.
Capt. von Dohren	(Calling at Singapore and Colombo)	
ARABIA	NEW YORK, VIA SUEZ CANAL	About middle of August.
Capt. Bahle		

For Further Particulars, apply to

T. S. TAKAYANAGI, Acting Manager.

Hongkong, 13th July, 1903.

13]

OCEAN STEAM SHIP CO., LTD.
AND
**CHINA MUTUAL STEAM
NAVIGATION CO., LTD.**
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"DIOMED"	On 16th July.
GLASGOW and LIVERPOOL	"HECTOR"	On 22nd July.
GLASGOW and LIVERPOOL	"NESTOR"	On 29th July.
GLASGOW and LIVERPOOL	"TEUCER"	On 30th July.
GLASGOW and LIVERPOOL	"NINGCHOW"	On 8th August.
GLASGOW and LIVERPOOL	"KINTUCK"	On 13th August.
GLASGOW and LIVERPOOL	"PINGSUEY"	On 20th August.
GLASGOW and LIVERPOOL	"GLAUCUS"	On 26th August.
GLASGOW and LIVERPOOL	"DEUCALION"	On 4th September.

HOMewardS.

FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON and ANTWERP	"PELEUS"	On 21st July.
MARSEILLES, LONDON and ANTWERP	"PROMETHEUS"	On 22nd July.
MARSEILLES, LONDON and ANTWERP	"STENTOR"	On 4th August.
MARSEILLES, LONDON and ANTWERP	"TYDEUS"	On 18th August.
MARSEILLES, LONDON and ANTWERP	"DIOMED"	On 29th August.
MARSEILLES, LONDON and ANTWERP	"NESTOR"	On 1st September.
MARSEILLES, LONDON and ANTWERP	"MOYUNE"	On 15th September.
MARSEILLES, LONDON and ANTWERP	"PINGSUEY"	On 22nd September.
MARSEILLES, LONDON and ANTWERP	"GLAUCUS"	On 29th September.
Taking cargo for Liverpool at London rates.		

TRANS-PACIFIC SERVICE

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST POINTS, VIA NAGASAKI, KOBE & YOKOHAMA	"NINGCHOW"	On 16th August.
The s.s. "DIOMED" left Singapore on the 11th inst., a.m., and is due here on the 16th inst.	"DEUCALION"	On 6th September.
The s.s. "KEEMUN" left Victoria (B.C.) on the 25th inst. for Kobe and Hongkong.		
For Freight, apply to		

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 14th July, 1903.

[10-12]

**CHINA NAVIGATION CO.
LIMITED.**

FOR	STEAMERS	TO SAIL
MANILA	"SUNGKLANG"	On 15th July.
AMOY, SAMARANG and SOUEABAYA	"SHANTUNG"	On 17th July.
KOBE	"TSINAN"	On 25th July.
CEBU and ILOILO	"KAIFONG"	On 27th June.
POET DARWIN, THURSDAY ISLAND, COOKTOWN, GARDENS, TOWNSVILLE, BRISBANE	"TAIYUAN"	On 27th July.
SYDNEY & MELBOURNE		

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

+ Taking cargo on through bills of lading to all Yangtze and Northern China Ports.

† Taking cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 14th July, 1903.

[11]

**CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.**

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA, AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 H.P.—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

1903

T.M.S. "EMPERESS OF JAPAN"	6,000 Tons	WEDNESDAY, 15th July.
"TARTAR"	4,425 Tons	WEDNESDAY, 22nd July.
"EMPERESS OF CHINA"	6,000 Tons	WEDNESDAY, 5th Aug.
"ATHENIAN"	3,830 Tons	WEDNESDAY, 12th Aug.
"EMPERESS OF INDIA"	6,000 Tons	WEDNESDAY, 29th Aug.
"EMPERESS OF JAPAN"	6,000 Tons	WEDNESDAY, 23rd Sept.
"TARTAR"	4,425 Tons	WEDNESDAY, 7th Oct.
"EMPERESS OF CHINA"	6,000 Tons	WEDNESDAY, 21st Oct.
"ATHENIAN"	3,832 Tons	WEDNESDAY, 4th Nov.
"EMPERESS OF INDIA"	6,000 Tons	WEDNESDAY, 18th Nov.
"EMPERESS OF JAPAN"	6,000 Tons	WEDNESDAY, 16th Dec.
"TARTAR"	4,425 Tons	WEDNESDAY, 30th Dec.

THE magnificient TWIN-SCREW "EMPERESS" STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS "TARTAR" and "ATHENIAN" 14 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE in 97 hours. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 8, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Government.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIAENCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World-Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to

D. E. BROWN, General Agent,
Portland Street.

6.

PORLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG via INLAND SEA PORTLAND, OREGON OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL ON
INDRAVELL"	4,839	R. P. Craven	July 16, 1903
INDRAPURA"	4,839	A. E. Hollingsworth	August 14, 1903
INDRASAMHA"	5,197	W. E. Craven	September 13, 1903

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 14th July, 1903.

[14]

FOR ODESSA.

THE Russian Steamer

"HERMANN LERCHE," 1,978 tons, will be despatched for the above on SATURDAY, the 18th inst., at 4 P.M.

For Freight, apply to

BRADLEY & CO., Agents.

Hongkong, 11th July, 1903. [1922]

FOR CANTON.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG," 951 Tons, Captain A. Murphy, will leave for Canton at 3 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days leaving Canton at 3 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class Fare, 33 each way. Meals, 31 each. Cargo Freight very moderate.

J. TREVOUX & CO.,

No. 128, Connaught Road Central.

Hongkong, 30th June, 1903. [1751]

SITUATION WANTED.

THE EAST OF ASIA.

(Published Quarterly.)

CONTAINING Articles of Special Interest. Profusely Illustrated, descriptive of the people, Customs, &c., of the Far East.

The kindly Press criticisms, both Continental and American, that the production of this Magazine has evoked is eloquent testimony of the sterling merit of the publication.

Price \$1.50.

On Sale at "NORTH CHINA HERALD" OFFICE, Shanghai:

MESSES KELLY & WALSH, Hongkong;

and all leading Booksellers in the Far East.

R. J. REMEDIOS, FOREIGN AND COLONIAL STAMP DEALER,

No. 39, WYNDHAM STREET, HONGKONG,

Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.

Is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash

AGENTS WANTED.

15 to 25 per cent. Discount Allowed. [1585]

FOR ODESSA.

THE Company's Steamship

"MARQUIS BACQUEHEM," Captain Bassett, will leave for the above places on SATURDAY, the 18th inst., p.m.

This Steamer has capital accommodation for Passengers, Electric Light and carries a Doctor.

For Freight or Passage, apply to

SANDER, WIELER & CO., Agents.

Hongkong, 11th July, 1903. [1922]

FOR CANTON.

THE new and fast Twin-Screw Steamer

"UBIQUE," Care of W. Watson & Co., Bankers, Bombay, Hongkong, 1st July, 1903. [1884]

WANTED.

A BRITISH TEACHER for a Private School in the Colony.

Apply to M. M., Care of Daily Press Office.

Hongkong, 9th July, 1903. [196]

THE "ZAFIRO" CASE.

A REPRINT of "THE 'ZAFIRO' MYSTERY" Case in pamphlet form is now on sale. Copies may be obtained for cash, \$1 each, at the Office of the "Daily Press," Hongkong, 29th May, 1903. [156]

NOTICES TO CONSIGNEES.

THE UNDERSIGNED GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AMERICA, in connection

POST OFFICE NOTICES.

Parcel Mail for Europe, &c., per a.s. *Bataaraf*, will close at 3 p.m. on Friday, the 17th inst. The *Korea*, with the American Mail of the 10th ult., left Shanghai on Tuesday, the 14th inst., at 11 a.m., and may be expected here on or about Friday, the 17th inst. The *Dragon*, with the English Mail of the 19th ult., left Singapore on Sunday, the 12th inst., at 11 a.m., and may be expected here on or about Friday, the 17th inst. This Packet brings replies to letters despatched from Hongkong on the 15th May.

MAILS WILL CLOSE.

FOR	PER	DATE
Swatow, Amoy and Anping		Wednesday, 15th, 8.00 A.M.
Canton		Wednesday, 15th, 9.30 A.M.
Bangkok		Wednesday, 15th, 10.00 A.M.
Bangkok		Wednesday, 15th, 10.00 A.M.
Swatow, Amoy and Foochow		Wednesday, 15th, 10.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA AND VANCOUVER, (B.C.)		Wednesday, 15th, 10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents).		Wednesday, 15th, 10.45 A.M.
Macao		Letters, 11.00 A.M.
Ningpo and Shanghai		Wednesday, 15th, 1.15 P.M.
Manila		Wednesday, 15th, 3.00 P.M.
Kumchuk and Samshui		Wednesday, 15th, 4.00 P.M.
Macao		Wednesday, 15th, 5.00 P.M.
Namao		Wednesday, 15th, 5.00 P.M.
Sanho		Wednesday, 15th, 5.00 P.M.
Centou		Wednesday, 15th, 5.00 P.M.
Hoichow and Pakhoi		Wednesday, 15th, 5.00 P.M.
Swatow		Wednesday, 15th, 5.00 P.M.
Amoy, Kulang, Moji, Kobe, Yokohama and Portland (Or.)		Thursday, 16th, 3.00 P.M.
Manila		Thursday, 16th, 4.00 P.M.
Amoy, Samarang and Sourataya		Friday, 17th, 10.00 A.M.
		Friday, 17th, 4.00 P.M.

TO-DAY.

Sole Machinery, 4 & 5, Cross Lane, Mr. Geo. P. Lamont, 11 a.m.
Wrestling, opposite Central Market, 8 p.m.
TO-MORROW.
Meeting of Hongkong Jockey Club, Hongkong Hotel, 5 p.m.
Grand Promenade Concert, Volunteer Parade Ground, 9 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

14th July.

ON LONDON—	Telegraphic Transfer	184
	Bank Bills, on demand	184
	Bank Bills, at 30 days' sight	184
	Bank Bills, at 4 months' sight	184
	Credits, at 4 months' sight	184
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ON PARIS—		
	Bank Bills, on demand	213
	Credits, at 4 months' sight	219
ON GERMANY—		175
ON NEW YORK—		41
	Bank Bills, on demand	41
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ON HAMBURG—	Telegraphic Transfer	124
	Bank, on demand	124
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	Bank, on demand	124
ON SHANGHAI—		71
	Bank, at sight	71
	Private, 30 days' sight	72
ON YOKOHAMA—		804
	On demand	804
ON MANILA—		21 p.c. pm.
ON SINGAPORE—		Nominal
ON BATAVIA—		103
ON HAIPHONG—		103
ON SAIGON—		1 p.c. pm.
ON HANGKOK—		1 p.c. pm.
	On demand	621
	SOVEREIGN, Bank's Buying Rate	\$11.00
	GOLD LEAF, 100 blue, per tael	862
	24 K SILVER, per oz.	24

OPIUM.

14th July.

Quotations are— Allowance net to i.catty.	
Malwa New	\$1049 to — per picoul
Malwa Old	\$1100 to — "
Malwa Old	\$1140 to — "
Malwa V. Old	\$1160 to — "
Persian fine quality	\$860 to — "
Persian extra fine	\$810 to — "
Patna New	\$1075 to — per cwt.
Patna Old	\$1082 to — "
Banaras New	\$1075 to — "
Banaras Old	\$1082 to — "

VESSELS EXPECTED.

THE AMERICAN MAIL.
The P.M. steamer *Korea* left Shanghai for this port on the 14th inst., at 11 a.m.

The T.K.K. steamer *Hongkong Maru* left San Francisco for this port, via Honolulu, &c., on the 7th inst.

THE ENGLISH MAIL.

The P. & O. steamer *Bengal* left Singapore for this port on the 12th inst., at 11 a.m., and is due here on the 17th inst., at 6 a.m.

THE GERMAN MAIL.

The Imperial German mail steamer *Sachsen* left Colombo on the 11th inst., a.m., and may be expected here on the 23rd inst.

The Imperial German mail steamer *Hamburg* left Kobe, via Nagasaki and Shanghai, on the 13th inst., a.m., and may be expected here on the 21st inst.

THE CANADIAN MAIL.

The C.P.R. steamer *Empress of China* left Vancouver on the 6th inst., p.m., for Hongkong, via the usual ports of call.

THE INDIAN MAIL.

The Indo-China steamer *Namoung* left Calcutta for this port, via the Straits, on the 11th inst., and may be expected here on the 27th inst.

THE GERMAN MAIL.

The N.Y.K. steamer *Akio Maru* (European Line) left Singapore for this port on the 3th inst., a.m.

The H.A.L. steamer *Alesia*, from Hamburg, left Singapore for this port on the 9th inst., a.m., and was expected here to-day, at daylight.

The A.L. steamer *Marquis Bacchus* left Singapore on the 9th inst., for this port, and is expected here to-day.

The O.S.S. steamer *Diomed* left Singapore on the 11th inst., a.m., and is due here to-morrow.

The N.Y.K. steamer *Riviera Maru* (American Line) left Shanghai for this port on the 13th inst., a.m., and is expected here to-morrow.

The N.Y.K. steamer *Kagoshima Maru* (Bombyx Line) left Singapore for this port on the 13th inst., a.m., and is expected here on the 19th inst.

The C.N. steamer *Trincomalee*, from Australian ports, left Darwen on the 11th inst., and is expected here on the 21st inst.

The Boston Tow Boat Co.'s steamer *Pleasant* left Victoria for Kobe direct on the 22nd ult., and is expected to arrive at that port on the 16th inst.

KOWLOON HOTEL.

THIS Hotel is situated in a quiet locality, away from the din and disturbance of the City, and surrounded by a delightful garden; it is an ideal place of residence. The building stands on an eminence, giving a magnificent view of the Harbour and the City of Victoria. It is within easy access of the Kowloon wharves, where the principal mail steamers disembark passengers, and from which there is a regular ferry service to Hongkong.

Bowling Alleys and Billiards.

The Cuisine is excellent.

J. W. OSBORNE, F. F. JEWELL, Proprietor, Hongkong, 6th June, 1903. [1643]

NEW "HOTEL AMERICA" NEW (Late German Club Building).

No. 2, WYNDHAM STREET.

Near Post Office, Piers, Clubs, Banks, Principal Offices and Streets. Rates reasonable.

American Matron.

The Cuisine is of the best; and management is under owner's direct supervision as to food, cleanliness and hygiene of the premises.

The Furnishings are new and handsome; and the Bedrooms large, cool and well ventilated.

Hongkong, 4th July, 1903. [1846]

THOMAS' HOTEL.

A FIRST-CLASS HOTEL, comfortably furnished, and most centrally situated, being in close proximity to the Banks and principal business places.

SPECIALLY REDUCED SUMMER RATES.

For Particulars, apply to—

THE MANAGER, Hongkong, 10th July, 1903. [1679]

HOTEL INTERNACIONAL.

THE MOST COMFORTABLE HOTEL in Macao. Beautifully situated in Praya Grande next to Government House.

Telegraphic Address: "Internacional."

THE MANAGER, Hongkong, 4th October, 1902.

Milkmaid BRAND Milk

Guaranteed
Full Cream.

See this TRADE MARK on every tin.

Largest Sale in the World.

JOINT STOCK SHARES.

Hongkong, 14th July.

HONGKONG HOTEL.

Mr. F. Allen

Mr. Anderson

Mr. A. S. Anton

Mr. E. G. Barnett

Mr. J. Baylies

Mr. H. T. Begley

Mr. & Mrs. W. M. Black

Mr. J. Blaize

Mr. & Mrs. R. Boggan

Mr. E. A. Bonner

Mr. W. Bonham

Mr. H. Bowie, A.D.C.

Mr. F. Du Bois, M.D.

Mr. J. Dowers

Mr. W. S. Brown

Mr. Hart Buck

Mr. J. A. Carson

Mr. G. Chalmers

Mr. W. G. Clarke

Mr. J. E. Cox

Mr. F. Dawson

Mr. G. Dorn

Mr. G. E. Doherty

Mr. H. J. Doherty

Mr. H. J. Doherty

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